









Mr W. M. B. Arthur, first clerk at the Magistrate, has been appointed a Justice of the Peace.

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On the 1st January last, the total strength of the British Army (Regular and 1st Class Army Reserve) amounted to 251,537, and the Militia and Volunteers to 349,088, making a grand total of 600,625.

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At a Regular Convocation of the United Chapter, held at the Masonic Hall, Zeland Street, on Saturday evening, M. E. Comp. W. M. B. Arthur, Acting Deputy Superintendent, presided, assisted by M. E. Comp. L. Malloy and G. C. Anderson and Officers of the District Grand Chapter of Hongkong, and South China, installed E. Comp. T. Spafford, as Z. E. Comp. F. Howell as H. and E. Comp. W. H. Arnold as J. M. E. Comp. T. Spafford then invested his officers as follows:—Treasurer, Comp. J. R. Grimsby; S.E. Comp. W. M. Thomson; S.N. Comp. H. Horley; P.S. Comp. W. H. E. Smith; 1st Asst. S. Comp. H. E. A. Hollo; 2nd Asst. S. Comp. H. Gilmour; Dir. of Ceremonies, Comp. H. G. Lacey; Steward, Comp. C. Rae; Janitor, Comp. J. Maxwell. The Companions then adjourned to the Banqueting Hall, when full justice was done to the supper which was provided by 'Thomas's Grill-room.'

The Johang correspondent of the *N. C. Daily News* writes:—Mr. H. M. French Consul for Chungking, with Madame Haas and three commercial gentlemen, left here for the west some time since. Mr. Byron Brennan, British Commissioner, also passed through going by road to Chungking, which he hoped to reach in twenty days. Changes are becoming frequent of late on the coast. Mr. Schjoldt goes to Chungking, his place here being taken by Mr. Woodruff from the latter port, who we are sorry to hear has suffered somewhat from the depressing climate of Chungking. There are already several changes amongst the outdoor staff of the Customs, and our oldest foreign resident is transferred to Ningbo.

His Excellency the Governor, says the *Strait Times* of 8th March, Mr. Charles Mitchell, had some moving adventures by flood if not by field. At Thursday's Legislative Council, he said he had had the misfortune to be on three ships which caught fire at sea, and the panic was too awful to think of.

The German iron industry continues to make progress. Both the production and selling prices for 1895 showed an advance on 1894. The importation of foreign ores to keep pace with production has also increased. The first imports were of Spanish ores, but lately the importation of Swedish ores has augmented until it reaches about 600,000 tons a year. New plants have also been erected. Two blast furnaces and one steel plant have been added to the Deutschwerke, and one Thomas steel plant to the Dillinger works. New blast furnaces are being erected at Esch and at Burbach. New furnaces and plant have also been set up to work the iron ore found in the Sauerland, which has been found in Middle Germany. The immunity from labour troubles in 1895 is probably due to the system of insurance of workmen against sickness, accidents, old age, and disability.

The Pacific Mail steamer *China* made an exceptionally fast passage from San Francisco to Hongkong, says the *Japan Advertiser*. She encountered her first heavy weather while off Cape King, on Saturday night, and was blown to sea for two hours. She did not touch land until she reached Hongkong on the 13th inst. after a record of 13 days 18 minutes considerably. As it was also only a few minutes of equalling her previous excellent performance, besides steaming 170 miles further. Her daily runs were extraordinarily consistent for this time of the year. She sailed from San Francisco at 3.45 p.m. on March 14th. Her daily runs were:

	Miles.	Miles.	Miles.
15th.....	341	21st.....	672
16th.....	370	22nd.....	375
17th.....	375	23rd.....	359
18th.....	353	24th.....	369
19th.....	365	25th.....	351
20th.....	268	26th.....	374

This means an average per day of 308 knots.

The receipt of the returns of imports and exports for the last quarter of 1895 enables us to make some comparison between the trade of Singapore for that year and the trade of preceding years. The aggregate of the quarterly returns gives the whole trade of the quarter for 1895 as \$348,175,325, or in sterling, calculated at the average rate of exchange for the quarter, as \$97,403,383. This is a very favorable year's trade, exceeding (in dollars) that of either of the two preceding years. It is true the exports for 1895 are but two millions more than those for the preceding year, and the imports only three millions more—small increments when put beside the twenty and thirty millions jump from 1893 to 1894. But this is due to the fact that the most promising year has been achieved. The little settlement has increased her exports by 10 per cent. and her imports by 12 per cent. over the previous year. We know also that the revenue has for the first time for many years exceeded the expenditure; this no doubt a great deal to administrative matters, may not be a matter for congratulation to the Settlement. It depends whether the service of the state in the way of police protection, justice, education and roads is adequate. But the increase in trade certainly creates great credit upon the commercial position of the colony. As regards the revenue, we are glad to hear that the provision now being made for improved harbour accommodation will check any downward tendency in imports. On the whole the pulses of trade, perhaps somewhat imperfectly felt through the medium of figures, seems fairly steady.

THE TRADE OF THE COLONY.  
Imports. Exports.  
1895.....\$152,445,237 \$134,536,932  
1894.....\$149,688,029 \$133,746,849  
1893.....\$138,551,639 \$130,933,793  
1892.....\$105,601,040 \$127,247,693  
1891.....\$102,217,986 \$126,704,978  
1890.....\$105,533,707 \$127,958,055  
—Singapore Free Press.

A WATER IN THE STRAITS TIMES says:—The anticipated passage through Singapore of the eminent Chinese statesman, Li Hung-chang, on a visit to the occasion, calls for a most interesting testimony recently given by him, as to the value and efficiency of missionary efforts in China. It is quite the fashion among Europeans, who know nothing whatever about mission work, to deride missioners and missionaries. But intelligent observers place a different estimate upon them, and are ready to concede their true place among civilizing and christianizing agencies. That the greatest testimony to the efficacy of their efforts is shown by the fact that his children are now being educated by a missionary. In an interview with Bishop Hendrix, of the M. E. Church, South, Li Hung-chang spoke at some length of the great service which both the schools and hospitals of the missionaries had been to him. Having twice asked, 'Can't you persuade your people to send over more teachers and physicians?' 'I replied,' says the Bishop, 'If all were like your Excellency, it would be much easier to send over more.' The great Viceroy then said with much emphasis: 'Say to the American people, for me, to send over more for the schools and hospitals, and I hope to be in a position both to aid them and protect them.' A statement of the nature, work, and aims of Protestant Missions in China has been laid before the Young-Yamoon for presentation to the Emperor. In it it is pointed out that, though the missionaries have only been a few tens of years in China, there are already more than a thousand charity schools with about 50,000 children, and about 1,000 hospitals and dispensaries of fully 300,000. Besides promoting many works of necessity and virtue, Christianity is awakening the minds of men to search out the whole creation of God, and has imparted a most powerful impulse to learning and civilization. Various works in Chinese on science and the new learning have been prepared by the missionaries; more than 200 works on such subjects as Astronomy, Geography, Geology, Chemistry, Mechanics, Arithmetic, Algebra, and the Sciences.

W. Robertson & Co.'s Planis has been selected for the ultimate. Planis appeared equal to work.

On Sunday morning, the steamer *Eze* was successfully towed off the rock in the Samson Group, where she has been lying for four days. In the early morning H.M.S. *Archer* and four tugs—the Dock Company's *Pame*, the P. & O. Company's *Dragon* and two large Chinese launches—were despatched to the spot. About nine o'clock H.M.S. *Archer* fired a nine-inch cable to the stern of the *Eze*; and everything being ready the *Archer* gave a strong pull which moved the ship about ten feet off the shelving rock. Another pull brought the *Eze* twenty feet further off, when the hawser snapped. There was a considerable swell on at the time, and the *Eze* was left in a rather dangerous position on the edge of the rock. The tugs secured their hawsers again, and partly with the swell of the sea and partly by the efforts of tugs the vessel was got off the rock into deep water. The whole operations lasted about half-an-hour. Mr R. Cooke, of the Hongkong and Whampoa Dock Company, superintended the operations. The *Eze* then steamed into harbour and arrived opposite the Cosmopolitan Dock about noon. It is expected that she has received serious damage. She went into Cosmopolitan Dock this afternoon for inspection and repairs.

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[SUPPLIED TO THE 'CHINA MAIL']

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King Humbert, attended by Signors Rudini and Serravallo, have arrived at Venice to meet the German Emperor.

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The French Communiqué announces that Lord Dufferin has returned to Paris, and that negotiations concerning Egypt have been resumed.

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Sixteen more British officers start for Egypt immediately.

(L'Extreme Orient.)

### THE EVACUATION OF EGYPT BY BRITAIN.

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The Ministry has been questioned in the Chamber on the subject of the Dongola Expedition. M. Bourgeois, President of the Cabinet and Minister for Foreign Affairs, said that the position of Britain in Egypt created increasing uneasiness throughout Europe. Russia was in complete accord with France on the subject, and M. Bourgeois said he would not allow Britain to forget her engagement to evacuate Egypt. He would continue to negotiate the evacuation with firmness, for on the result of these negotiations depended the maintenance of peace in which all the Powers were equally interested. The Chamber passed a vote of confidence by 309 votes to 213, and then adjourned till the 19th May next.

(L'Indo-Chine Française.)

### A HAPPY FAMILY!

PARIS, April 4.

Questioned in the Senate on the subject of Egypt, M. Bourgeois replied that he had nothing to add to what he had already said in the Chamber. The Senate, after this declaration, adopted, by 155 votes to 85, a resolution to the effect that the explanations of the Cabinet were insufficient and declaring that the Cabinet no longer retained the confidence of the Upper House. The Senate adjourned till 21st May in order to discuss the credits for Madagascar. The Ministers have decided that, in view of the vote of confidence from the Chamber of Deputies, they will retain their positions in spite of the adverse vote of the Senate.

### MORE COMPETITION FROM JAPAN.

Hitherto it has been supposed that the competition of Japan in the markets of the East would be chiefly in the department of textile goods, but it is evident that the Japanese are not going to be content with that. A well-known firm of Glasgow merchants has received the following advertisement from the Japanese:

It may interest you to know that chemical manufacturers in Great Britain must prepare for a most powerful and well-organized competition from Japan. A representative of the Japanese Government and scientific adviser to the Osaka Technical Museum has been in Glasgow for the last week with a view to increasing the interchange of commodities between his country and India. The prime cost in Japan of some classes of chemicals will probably be about one-half of the price in Glasgow, and it is only the question of freight and the cost of the Japanese agent, for the years past the Germans, on account of the advantages which they have paid to science, have been able to take the lead in many departments of chemical industry. It would be rather curious to find their position disputed by the Japanese, who seem to have taken the lead in many departments of chemical industry. It would be rather curious to find their position disputed by the Japanese, who seem to have taken the lead in many departments of chemical industry.

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#### A FALSE REPORT.

To the Editor of the 'CHINA MAIL.'

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Sir,—I should feel very much obliged if you would kindly state in your paper that there was never a case of Plague received into the Asile de la St. Enfant—Yours faithfully,

DR PAULIN.

### SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Honour W. M. Goodham, Acting Chief Justice.)

Monday, April 13.

### THE TUNG SHANG WO FIRM V. THE SHAN LUNG BANK.

In this case the plaintiff firm claimed \$19,000 for money lent and advanced by the plaintiffs to the defendant, Mr. Francis, Q.C., instructed by Mr. Ewens, appeared for the plaintiff.

The addresses of the partners of the defendant Bank who had lent the Colony being unknown, a Writ of Foreign Attachment was issued on the 11th ultimo and served on the garnishees.

### TSANG UT KAI V. THE SHAN LUNG BANK.

In this case the plaintiff, who is the managing partner of the firm mentioned as plaintiff in the last case, claimed the sum of \$10,000, being his private monies deposited with the defendant Bank.

Mr. Francis, Q.C., instructed by Mr. Ewens appeared for the plaintiff.

A Writ of Foreign Attachment was issued in this suit also, but the return showed service on the garnishees only, all property having been seized under the writ in the previous case.

The plaintiff having established his claim, judgment was given with costs.

Mr. Francis, after satisfying the Court that the formalities in connection with the writ of Foreign Attachment and the return of the writ, called Li Tin Pan of the plaintiff firm, who proved the debt.

Judgment for amount claimed, with interest at the rate of 8 per cent. from the 11th March, 1896, to this date, and costs.

Mr. Frederick Howell, the Bailiff of the Court, proved execution of the Writ of Foreign Attachment and the return of the writ issued in this action. Application for execution was postponed pending result of a Bankruptcy Petition against the Debt firm which was filed on the 12th March, 1896.

Just a year ago the Ten-hsin-mare took passengers to Formosa at 20 yen each and cargo at 17 yen per ton. Now there are eleven steamers on this service and the rates have fallen to 12 yen and 8 yen respectively.

Angkor, upon which the advance of the Dongola expeditionary force is, in the first instance, to be concentrated, is a small place on the Nile, about half-way between the second and third cataracts. Probably the whole force will concentrate here, thence to divide into two columns, one of which will strike across country to Abu Hamed, and the other continue to follow the river to Dongola.

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## Notices to Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

THE Company's Steamship *Daifu* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 20th Instant, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 16th Instant, at 3 p.m. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 16th Instant will be subject to risk. Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, April 9, 1896. 755

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

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## Insurances.

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714.)

CAPITAL FULLY SUBSCRIBED, £450,000.

CAPITAL PAID UP, £180,000.

TOTAL INVESTED FUNDS EXCEED £2,700,000.

TOTAL ANNUAL INCOME, £850,000.

THE Undersigned, having been appointed Agent of the above Society in Hongkong, is prepared to issue Policies against FIRE on the usual terms.

HARRY WICKING, Praya Central.

1421 NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUND at 31st DECEMBER, 1894, £11,671,018 2s. 2d.

Authorized Capital, £3,000,000 6s. 6d.

Subscribed Capital, £2,750,000 6s. 6d.

Paid-up Capital, £487,500 6s. 6d.

Fire Fund, £2,410,992 7s. 7d.

Revenue Fire Branch, £1,546,856 18s. 7d.

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.

SHEWAN & Co., Agents.

13 July, 1895. 1300

## Intimations.

RALEIGH CYCLE COMPANY, LIMITED.

JUST LANDED AND FOR SALE at Low Prices, A SMALL NUMBER OF THE RALEIGH CYCLE CO.'S BICYCLES, Weight 36 lbs.

Orders taken for all kinds of Cycles manufactured by the above Company.

MacEwen, FRICKEL & Co., Duddell Street.

Hongkong, February 11, 1896. 331

## Waterbury Watches.

SERIES 'L' or Lady's Size @ \$4.50 each.

Do. 'J' or Gent's do. @ \$4.50 do.

Do. 'E' or do. do. @ \$2.00 do.

Apply to

THE MITSUI BUSSAN KAISHA,

8, Queen's Road Central.

Hongkong, December 28, 1895. 2104

## Shipping.

## Steamers.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship *Daifu*, Captain CONNOR, will be despatched for the above Port on TUESDAY, the 14th Instant, at 5 p.m.

This Steamer has superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN & Co., General Managers.

Hongkong, April 8, 1896. 748

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

STEAM TO SHANGHAI & KOBE.

The Co.'s Steamship *Maria Valeria*, Captain A. FELNER, will leave for the above places on TUESDAY, the 14th Instant.

For Freight or Passage, apply to SANDER & Co., Agents.

Hongkong, April 8, 1896. 749

'STRATH' LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

The Steamship *Strathmore*, Captain PARRIE, will be despatched for the above Ports at 8 p.m., on WEDNESDAY, the 15th Instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, April 10, 1896. 764

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship *Esmeralda*, Captain PARRIE, will be despatched for the above Ports on WEDNESDAY, the 16th Instant, at 5 p.m.

This Steamer has superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to SHEWAN & Co., General Managers.

Hongkong, April 8, 1896. 747

RICKMERS REGULAR LINE OF STEAMERS.

FOR MARSEILLES, BREMEN AND HAMBURG.

(Taking Cargo at through rates to RED SEA PORTS, MEDITERRANEAN and BLACK SEA PORTS.)

The Co.'s Steamship *Dorothea Rickmers*, Captain PARRIE, will be despatched as above on FRIDAY, the 17th Instant, instead of as previously advertised.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, April 10, 1896. 509

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Prima*, Captain C. JACKSON, will be despatched as above on SUNDAY, the 19th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, April 6, 1896. 732

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND HOLLAND, VIA STRAITS & USUAL PORTS OF CALL.

(Taking transhipment Cargo for LIVERPOOL, GLASGOW, &c.)

The Co.'s Steamship *Fingway*, Captain D. DAVIES, will be despatched as above on or about the 21st Instant.

To be followed a week later by the *Tonkai*.

For Freight, etc., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, April 1, 1896. 705

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship *Changshai*, Captain WILLIAMS, will be despatched on FRIDAY, the 24th Instant, at 3 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine.

A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, April 11, 1896. 774

## Shipping.

## Steamers.

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896. (SUBJECT TO ALTERATION.)

Altamora..... Wednesday 15th April.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship *Altamora* will be despatched hence for HONOLULU, YOKOHAMA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on WEDNESDAY, the 15th April.

Consular Invoice of Goods for United States Ports should be in Quinabrate, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN & Co., Agents.

Hongkong, March 27, 1896. 654

SHELL LINE OF STEAMERS.

FOR HAVRE AND LONDON.

The Co.'s Steamship *Turbo*, Capt. J. Moss, will be despatched as above on MONDAY, the 20th Instant.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, April 10, 1896. 633

Sailing Vessels.

FOR SAN FRANCISCO.

The 100 A.T. British Ship *Queen Elizabeth*, Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co., Agents.

Hongkong, February 18, 1896. 388

## Mails.

THE Steamship *PESHAWUR*, Captain F. J. COLE, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 23rd April, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the Steamship *CAITHNESS*, leaving that port on the 16th MAY, for LONDON Direct.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, April 9, 1896. 760

JAVA-CHINA-JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS. (SUBJECT TO ALTERATIONS.)

JAVA-HONGKONG-YOKOHAMA-KOBE-AMOI-HONGKONG-SINGAPORE-JAVA.

FROM HONGKONG TO JAVA.

S.S. *Cassius*..... April.

S.S. *Federatia*..... May.

S.S. *Germania*..... June.

TO JAPAN.

S.S. *Federatia*..... April.

S.S. *Germania*..... May.

S.S. *Cassius*..... June.

General Agents for China & Japan: LAUREN, WEGENER & Co., Hongkong, March 30, 1896. 432

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

Bretonnais, British ship, Capt. R. M. Ferguson.—Shewan & Co.

Lectra, American ship, Captain J. E. Ballard.—Captain.

Lucy A. Nickels, Amer. barque, Capt. Nichols.—Standard Oil Co.

Queen Elizabeth, British ship, Captain C. A. Fulton.—Shewan & Co.

## Mails.

## U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... THURSDAY, April 16, at noon.

Peru (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SUNDAY, May 3, at daylight.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... THURSDAY, May 21, at noon.

The U. S. Mail Steamship *CHINA* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th April, at Noon, taking Passengers and Freight to Japan, the United States, and Europe.

Steamers will pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transshipment to Yokohama and Japan, and to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demorara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. on the day previous to sailing. Parcels will be received at the office until 4 p.m. on the day before sailing; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco to the United States, should be sent to the Company's Office in sealed envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 1, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, April 1, 1896. 707

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA.

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgia (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SATURDAY, April 25, at noon.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... WEDNESDAY, May 13, at noon.

Kobe (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SATURDAY, May 30, at noon.

The Steamship *Belgia* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 25th April, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. on the day previous to sailing.

Special rates to accompany Cargo are required. No Parcel Receipts will be signed for less than \$2.00, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to MELOCHERS & Co., Agents.

Hongkong, April 4, 1896. 748

## Mails.

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, \$40.

Excellent accommodation. First class Table. Doctor and Stewardess carried.

HONGKONG TO NEW YORK, \$80.

The Railroad travelling is second to none in the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL Lines.

HONGKONG TO TACOMA, \$225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Tacoma..... 2,649 Tuesday April 14.

Yokohama..... 3,167 Thursday April 30.

Yokohama..... 2,696 Monday May 18.

The Steamship *TACOMA*, Capt. T. A. WILSON, R.N.R., sailing at Noon, TO-MORROW, the 14th April, instead of as previously notified, will proceed to KOBE, YOKOHAMA, VICTORIA (B.C.), and TACOMA (Wash.).

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the Steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, April 13, 1896. 654

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX.

ALSO PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 15th April, at 10 a.m., the Company's S.S. *SALAZAR*, Commandant CHEVALIER, with MALES, PASSENGERS, SPOOLS, and CARGO, will leave the Port for MARSEILLES via Ports of Call, without transshipment.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit







## Intimations.

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## The Overland China Mail.

IS PUBLISHED to suit the Departure of each English and Foreign Mail Steamer for Europe. It contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Press.

The Overland China Mail, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China 'hands' at Home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

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Sanicli-Chinese Dictionary. Second

Edition. Hongkong, 1888. \$2.50.

THREE LECTURES ON BUDDHISM.

Third Edition. Hongkong, 1884. \$1.50.

FENGSHUI: Rudiments of Chinese

Natural Science. Hongkong, 1873.

CHINESE DICTIONARY IN THE CAN-

TON DIALECT. Four Volumes, with

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Thousand Words Poem. \$0.75 per set.

Hongkong, August 9, 1895. 1476

THE CHINESE MAIL

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(Wah Tsz Yat Po).

THIS paper is now issued every day.

The subscription is fixed at Five

Dollars per annum delivered in Hong-

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cluding postage to Coast ports.

It is the first Chinese Newspaper ever

issued under purely native direction.

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is almost limitless. It on the one hand

commands Chinese belief and interest,

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Like English journals it contains Editorials,

with Local, Shipping, and Commercial

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Subscription orders for the above may be

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COLLEGE OF MEDICINE FOR

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RESIDENTS in the Colony would

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COLLEGE by forwarding to the ALICE

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(1). Glass Jars (for museum purposes).

(2). Illustrated Papers and Books for the

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Address to

JOHN G. THOMSON,

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Hongkong, February 25, 1891.

## Hongkong Rates of Postage.

In the following Statements and Tables

the Rates are given in cents, and are, for

Letters per half ounce, for Books and

Patterns, per ounce.

Newspapers over two ounces in weight

are charged as double, triple, &amp;c., as the

case may be, but such papers or packets of

papers may be sent at Book Rate. Two

Newspapers must not be folded together as

one, nor must anything whatever be inserted

except loose file Supplements of the same

paper and the same date. Printed mat-

ter may, however, be enclosed, if the

whole be paid at Book Rate. Prices Cur-

rent may be paid either as Newspapers or

Books.

Commercial Papers signify such papers

as, though Written by Hand, do not bear

the character of an actual or personal cor-

respondence, such as invoices, deeds, copied

munies, &amp;c. The charge on them is the same

as for books.

The sender of a Registered Article for a

Union Country may obtain an acknowledgment

of delivery on paying an extra fee of 5

cents.

The limit of weight for Books and Com-

mercial Papers to Foreign Post Offices is

4 lbs. Patterns for such offices are limited

to 8 ounces except to Austria, Belgium,

Bulgaria, Congo Free State, Costa

Rica, Ecuador, Egypt, France, Greece,

Guatemala, Holland, Hungary,

Italy, Japan, Liberia, Luxembourg, Mexico,

Paraguay, Peru, Portugal, Roumania, Salva-

dora, Servia, Siam, Spain, Switzerland,

Tunis, The Argentine Republic, The Domini-

can Republic, The Republic of Honduras,

United States, to which place, however, a

commence is the limit, and must not exceed

these dimensions: 12 inches by 8 inches

by 4 inches.

Countries of the Postal Union.

The Union may be taken to comprise all

civilized countries.

Postage to the United Kingdom.

Letters, 10 cents per 4 oz.

Post Cards, 4 cents each.

Reply Post Cards, 8 cents each.

Newspapers, 10 cents.

Books, Patterns and 2 cents per 2 oz.

Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected corre-

spondence within the Postal Union.

LOCAL POSTAGE.

The General Local Rates for Hongkong,

China and Treaty Ports (Canton excepted)

are:—

Letters per 4 oz., 5 cents (c).

Post Cards, each, 1 cent.

Reply Post Cards, 2 cents each.

Books and Patterns, per 2 oz., 2 cents.

Newspapers and Prices Current, 2 cents

per 2 oz.

Registration, 5 cents.

(c) Between Hongkong, Canton, and Macao

2 cents.

Local Delivery.

1. All correspondence posted before 5

p.m. on any week day for address in

Victoria will be delivered the same day.

In Town (Ship Street to Bonham Street)

West, up to level of Robinson Road) at 8

a.m. 10 a.m., noon, 2 p.m. 4 p.m. 6 p.m.

In the Suburbs, 9 a.m., noon, 5 p.m., unless

the delivery should be retarded by the

Contract Mails.

2. Boxholders who desire to send Cir-

culars, Dividend Warrants, Invitations, Cards,

&amp;c., all of the same weight, to addresses in

Hongkong, or the Ports of China, may

deliver them to the Post Office unstamped

the postage being then charged to the

sender's account. Each batch must con-

sist of at least ten.

3. Boxholders may also send Patterns to

the same places in the same way. En-

velopes containing Patterns may be wholly

closed, if the nature of the contents be first

exhibited or stated to the Postmaster

General, as he may consider necessary, and

approved by him. Printed Circulars may

be inserted in such Pattern Packets.

The Post Office declines all responsibility

for Unregistered Letters containing Bank

Notes, Jewellery and, will MAKE

no ENQUIRIES into alleged losses of such

letters.

It is forbidden to insert in ordinary or

Registered Correspondence (a) Current Coin

(b) Articles liable to Customs Duty.

Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight

are received in Hongkong and at British

Post Offices in China, for transmission to

the United Kingdom, by P. &amp; O. Packet

at Gibraltar. No parcel is sent with the

Overland Mail via Brindisi. Parcels there-

fore arrive in London about eight days later

than the Mail. Parcels may be sealed, but

any parcel, even though sealed, is liable to

be opened for examination.

Parcels must be posted in Hongkong

before 3 p.m. on the day before the de-

parture of the Mail. Those arriving from

the Coast, &amp;c., after this hour are kept for

the following P. &amp; O. Mail.

The Postage is 40 cents per lb., and 25

cents each exceeding 10 or fraction of a lb.

which includes Registration fee, and must

be prepaid in stamps. No further charge is

made in the United Kingdom except for

Customs duty. No parcel must be more

than 3 feet 6 inches in length, or 6 feet in

greatest length and girth combined. A re-

ceipt is given for each Parcel.

The sender must fill up a form of Customs

Declaration, which can be obtained free at

each Post Office. No parcel can be pack-

eted till this is completely and accurately

filled. The only articles ordinarily sent

from China which are liable to duty are

Tea and Tobacco.

Dangerous or perishable goods, articles

likely to injure the Mails, Liquids (unless

securely packed) or parcels easily crushed,

such as band-boxes, are prohibited. No Par-

cel can be received if its value exceeds \$500.

A Parcel may contain a letter to the same

address as that of the Parcel itself, or an-

other Parcel to the same address. No

other enclosures are allowed.

With regard to inward Parcels, addresses

are required to be given. The Parcel

Mail is not opened until the ordinary dis-

tribution of letters, &amp;c., is finished. The

postage on Parcels at home is 10¢ per lb.,

the Regulations are generally similar to

the above, and the Parcels are sent out via

Gibraltar.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible

for the loss of Registered correspondence,

but it is prepared to make good the

contents of such correspondence (not value)

## passing through the Post, to the extent of

\$10, in certain cases, provided

1. That the sender duly observed all the

conditions of Registration required.

2. That the letter was securely enclosed

in a reasonably strong envelope.

3. That application was made to the

Postmaster General of Hongkong immedi-

ately the loss was discovered, and within a

year at the most from the date of Posting.

4. That the Postmaster General is satis-

fied that the loss occurred whilst the corre-

spondence was in the custody of the British

Postal administration in China, that it was

not caused by any fault on the part of the

sender, by destruction by fire, or shipwreck,

nor by the dishonesty or negligence of any

person not in the employment of the

Hongkong Post Office.

5. No compensation can be paid for mere

damage to fragile articles such as portraits,

watches, handsewn bound books, &amp;c.,

which reach their destination, although in

a broken or deteriorated condition. Nor on

account of alleged losses of the Contents of

Registered covers which have reached their

destinations. Nor on account of any

article for which the addressee has signed a

receipt.

Missed or Delayed Correspondence.

When correspondence has been missed

or delayed (both of which are liable to

happen occasionally) all that the addressee

need do is to note on the cover, Sent to-

day, or Received at 7 p.m., or as the case

may be, and forward it, without any

other writing whatever, to the Postmaster

General. This action should be taken the

first time cause of complaint occurs; it is a

mistake to let such matters pass for fear of

giving trouble, a course which generally

gives more trouble in the end.

1. Circulars, Dividend Warrants, Invi-

tations, Cards, Patterns, Bills, Almanacs,

&amp;c., for addresses in Hongkong or the Ports